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The Press and Tribune.

VOLUME XIII. CHICAGO, SATURDAY, JULY 23, 1859. NUMBER 19.

Railroads.

CENTRAL RAIL-
ARRANGEMENT.

Depot, foot of Lake street, for Alton, Kansas City, St. Louis, Quincy, Peoria, Galesburg, Rock Island, Fort Wayne, Toledo, Cincinnati, Pittsburgh, Cleveland, Buffalo, New York, Washington, Vincennes, Evansville, ...

...:00 a.m. (Sundays excepted), arriving at 5:30 p.m.; 4:00 p.m. (Saturdays excepted), arriving at 10:15 a.m.; St. ... at 6:00 p.m.

...:00 p.m. (Sundays excepted), arriving at 10:30 p.m. (At Bainbridge's Pioneer Line to URBANA.

...leaving at 9:15 a.m. and 9:00 p.m. ...Cars run on all Night Trains through to Cairo, St. Louis and St. ...

...TS for sale at the Company's Office, Depot, also at the office of the Pittsburgh and Chicago Railroad Company, corner of Dearborn street, between Lake and Randolph streets, and at the Michigan ...ffice, on Dearborn street, between Lake and ...all Railroad offices North and East.

...K AND WOOD LAWN TRAINS.

...6:30 a.m., Leave Wood Lawn at 7:30 a.m.
...8:30 a.m., " " 9:30 a.m.
...1:00 p.m., " " 1:00 p.m.
...4:30 p.m., " " 4:15 p.m.
...6:00 p.m.) " " 5:40 p.m.

...ass 30 cents each way.

...ckets at reduced rates, good for three ...ys, obtained by applying at the office of the ...ompany in the Central Depot.

...M. W. ARTHUR, Superintendent.
...28, Gen. Passenger Agent.

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CAGO RAILROAD.
Summer Arrangement.

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...ICAGO, MEMPHIS, VICKSBURG, AND
NEW ORLEANS,

...Missouri, Kansas and Nebraska,

...St. Louis, Alton and Chicago Air-Line Rail-...d, Express, Conductor Wm. W. Wood, ...ve Chicago at 9:00 A.M. and St. Louis Depot cor. West Van Buren and ...

...Express, Conductor Wm. Wood, ...ve Chicago at 5:00 P.M. and St. Louis ...pot cor. West Van Buren and ...

...ight Express, (Saturdays excepted.)
ARRIVES.

...ve, 7:15 p. m.
...ve, 9:30 a. m.

...ains connect with the Great Eastern and Northern Lines, ...m the Rock Island, New York, Boston, and the ...ast.

...ains connect with the Peoria & Oquawka R. R. ...Burlington, and intermediate sta-

...ains with the Illinois Central Railroad North ...d South.

...ains with the Great Western (Ill.) Railroad east ...d west.

...ains with the Terre Haute, Alton and St. Louis ...ilroad, Indianapolis, Bloomington, Pekin and ...ayton Railroad to all points on Missouri ...ver, and the great interior, North Missouri, ...ansas and the Southwest, Cairo and New ...leans.

...ains connect at Alton with the Company's Of-...ce Coaches, opposite Tremont House,) ...r Depot, corner West Van Buren and Canal ...reets, for Springfield, Naples, and all points in the Southern and Western States.

...Fare and Freight the same as by any other ...ute.

...AND WILMINGTON ACCOMMODATION.
...Intermediate stations—leave Wilmington at ...:30 p. m.; arrive at Joliet at 6:30 and ...:15 p. m.

A. D. ABBOTT, Gen. Supt.
...n Gen. Agent and Treasurer.

...GO & ROCK ISLAND
...OAD LINE.
...ion Depot of the

...ROCK ISLAND, PEORIA & BUREAU
...AND MISSISSIPPI & MISSOURI
RAILROADS.

...ains leave Chicago for Joliet, Lasalle, Peoria ...d Burlington, Davenport, Rock Island, Muscatine, Washington, Iowa City, ...ort Madison, Oquawka, Keithsburg, Monmouth, Galesburg, Western Iowa, Nebraska and ...

...ains at Bureau Junction with Cars for Sterling, ...ock Island and Davenport.

...ains at Galesburg with Stages for Knoxville, ...ort Knox and Oquawka.

...ains with Western Stage Co's Line Mail Coaches ...r Monmouth, Warren, Oneida, Orion, Cambridge ...d points in Central and Western Iowa.

...ains to all points on this line, and to all points ...Central and Western Iowa, via Davenport, Fort Wayne and Chicago, Michigan ...ntral and Michigan Southern Railroad, Office, ...d at all Railroad offices North and East.

...ains as follows:

...EXPRESS AND MAIL.
...Joliet, 10:50 am; Lasalle, 1:00 pm; Peoria, ...:30 pm; Rock Island, 6:40 pm; Davenport, ...:30 pm; Iowa City, 10:50 am.

...NIGHT EXPRESS.
...Joliet, 10:55 pm; Lasalle, 1:00 am; Peoria, ...:30 am; Rock Island, 6:40 am; Davenport, ...:30 am; Iowa City, 10:50 am.

...ington accommodation, leaves at 5:25 P. M.

M. E. SYKES, G'l Sup't.

...GO, BURLINGTON &
QUINCY RAILROAD.

...ON AND AFTER MONDAY, JUNE 13TH, 1859, Passenger ...ains will run from Chicago as follows:

...Sundays excepted) for Burlington and Quincy, ...Sundays excepted) for Mendota and Galesburg.

...ains, General Superintendent.

Transportation.

...RICAN TRANSPORTA-
...COMPANY.—Incorporated
...er of the State of New York.

...APITAL, ... $900,000.

...IMMERELL, President.
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...ing of navigation, this Company will be prepared ...run their splendid steamships, Geo. Law, Alabama and Troy to any of the Western cities, ...ovidence, Fall River or Boston, via Lake ...Water, with as great care and dispatch, and at ...e as by any other route. Keep in mind ...ough bills of lading for all property when de-...ed, before the

...HT STAUNCH PROPELLERS,

...ALABAMA, GEORGIA, CONNECTICUT, ...ailing regularly, touching at ports as ...Milwaukee, Racine, Kenosha and Waukegan, ...ing every day, Sundays excepted, for the ...ception, assorting and shipping of all arti-...to their care, which will be under the direction ...the Superintendent, who will attend to the ...ntracts, adjustment of claims and damages, ...ing to have a large line of

...ATS ON THE ERIE CANAL,

...to establish a line of Steam Canal Boats also, ...tended to forwarding to our numerous customers on the ...

...DISPATCH AND AT LESS RATES ...ver before given. We therefore call the ...r patronage so liberally bestowed ... the ...four years.

...Books on Market street, between Washington ...Streets, Chicago, Ill.

CHAS. E. CHASE, Agent.

...LINGWOOD LINE.—

...ing on the opening of Navigation, ...ring a fine, new and elegant ...mmer, having increased facilities for ...Passengers, will fill this line as follows:

...IN CITY, Capt. Pack.
...TORAGON, Capt. WILKINS.
...EVERGREEN CITY, Capt. CHAMBERLAIN.

...leave foot of Lasalle street, South Side, ...t Clock wharf, on Tuesday, Thursday ...days, at 5 o'clock, landing at points on the ...Michigan, as follows, both as Two Rivers, ...

...ets of Loading given from Chicago and ports on ...e of Lake Michigan, to Boston, New York, ...the particular points in the Eastern and ...States and Canada.

...ight taken as low as by any other route.

...thern Railway of Canada,

...And at Toronto with
...GRAND TRUNK RAILWAY,
...forming Passenger and Mail Route.
...RIO STEAMERS run NIAGARA FALLS, ...ston, (before Express Trains leave Toronto) ...ARRIVING at Boston at 7:00 A.M., ...ARRIVING at Portland at 7:00 A.M.,

...ing connections between Ogdensburgh and ...

...ine is unequalled for regularity and dispatch ...Freight between the West and the Seaboard ...ities, and for speed, safety and ...ort of Passage, apply to

A. T. PEARCE & CO., Agents,
...Foot of Lasalle st., Chicago, Ill.

OSWEGO LINE
...portation Company,
...ESTABLISHED in 1853.)

...and other freight to and from the ...Canal to Oswego, thence by the Lakes

...ER AND CHEAPER
...than by any other way of communication.

...DEPARTMENT AT ALBANY AND TROY.
...DANIEL DAVIS, Agent, Albany.
...D. C. LITTLEJOHN, General Agent.
...J. LEE, Forwarding Agent, Troy.
...for the Old Georges Line, in connection ...the Lake Shore Line, for the transportation ...Grain, Iron, and other heavy freight, to all ...

...ROSS, R. DANE, W. H. JENNISON, ...Albany.
...DEAN & CO., Milwaukie,
...H. PECK & CO., Chicago.

TO IRELAND, ENG-
...Destined for $30.

THE ATLANTIC
...L STEAM NAVIGATION COMPANY'S
York and Galway Line.
...powerful Iron Steamer

DELAIDE,

...Capt. Nickerson,

...leave New York, on Thursday, July 21st, ...Tuesday, August 16th, at 1 P.M.

...Passage—First Class $60; Second Class $30; ...including four tickets to a principal city ...of railway in Great Britain and Ireland, ...ding Cork, Dublin, Sligo, Water ford and ...

...ly to Jas. P. Johns, ...
...ly to Jas. P. Johns, ...
...ly to Jas. P. Johns, ...

Press & Tribune.

SATURDAY, JULY 23, 1859.

MODERN DISCOVERERS.

The leading statesmen of the South are making the astounding discovery that the laws prohibiting the African Slave Trade are unconstitutional. Mr. Jefferson Davis, of Miss., pledges his reputation as a statesman that such is the fact. Bless their souls, what enterprising discoverers these fire-eaters are! Why did they not live in the days of Vasco de Gama and Christopher Columbus? What new worlds would they not have added to the *terra firma* which Christendom then knew? Had they been philosophers, they would have outstripped Newton, Leibnitz and La Place! Had they been inventors, Watt, Franklin and Morse would have been eclipsed! See what they have done in less than twenty years: Discovered that slavery, which in the days of the revolution all men condemned as anti-Christian and anti-Republican, is the essence of Christianity and Republicanism both; that the Bible, once supposed to teach the equality of men before God, is the armory whence the weapons for assailing that equality are to be taken, and that the old martyrs and divines were only infidels and heathen after all; that without man-stealing and women-whipping and child-selling, no nation can enjoy rational liberty; that slavery is the normal condition of a large share of God's intelligent and responsible creatures. They have discovered that the Fathers of this Republic, from Washington down to Tom Paine, were but a parcel of crazy fanatics; that the ordinance of 1787 affirmed in the Federal Constitution, was the work of men who knew nothing of constitutional law; that the Missouri restriction, in force for thirty years, with the assent of all parties of whatever name, was nothing but a gross and unpardonable violation of the "rights of the South;" that the legislation looking to freedom in the Territories, by Congressional enactment, from the earliest days of the Republic down to the Oregon bill signed by Jimpsy Polk, was foully wrong and unjust; that the Constitution carries slavery with it wherever it goes, and that a nigger may be cat-o-nine-tailed anywhere under the shadow of the American flag; that "Equality of the States" is the basis of our national independence, and that individual independence is nothing. A part of their discoveries are vouched for by a Democratic Supreme Court, which has meanwhile been making surprising discoveries of its own. But the greatest is reserved for the last. The laws which forbid the using of our national flag for piratical purposes; which will not allow Americans to steal men from Africa, transport them under circumstances of nameless horror and atrocity across the sea, and sell them, guilty of no crime but that of being black, from the block to the highest bidder for human souls,—laws almost contemporaneous with the Constitution itself, at any rate, made by the same wise heads that wrote our fundamental law—are unconstitutional! The discoverers announce their success rashly. They ought to have tempered the public mind by declaring that these laws are "inoperative and void." That's the way they began when the Missouri Compromise was assailed. But let us not quarrel with their method. Their discovery is before the world. Watch and see how many years will elapse before Northern Democrats—not here a baker's dozen, and there a score, but the party—will re-echo all the heresies on this subject which the South will discover or invent! They have abandoned the trenches and given up the outworks of their political faith. Why should we doubt that the citadel will be surrounded, and that all pretences of care for human liberty will be abandoned. They have conceded the rightfulness of Slavery and have denied the authority of the Declaration of Independence; the rest is easy!

BIDE YOUR TIME.

"The duty of success" has furnished more than one Republican journal the text for anti-Republican concessions to the fusion sentiment which plagues a few members of the party. The reasoning of the writers who favor a lowering of the standard under which they have encountered the enemy, is specious but fallacious; and if their dogmas were applied to the concerns of the moral and social as well as the political world, the distinctions between right and wrong, good and bad, true and false, would be frittered away and disappear. We do not recognise the patriotism of that policy which concedes a right or a principle, for the attainment of a temporary triumph. Success is not so much needed as profound conviction which ensures the wise use of success when it comes. A victory which is not the development, in politics, of the moral ideas of the masses, is worse than a defeat. The Republican party, strong in its faith, and noble and patriotic in its purposes, could bear the latter. The former, gained by a suppression of principle, or by concession to error, would break our organization into fragments. The history of the Whig party, torn, distracted and finally dismembered at the moment of its greatest triumph, warns us against setting up expediency as the rule of action; while the growth of anti-Slavery sentiment throughout all the land, teaches us what work a body of men, few in number, but all quickened by conviction that was a part of their lives, may accomplish.

Success is surely to be desired. The policy of the Democracy, from being distasteful, has grown to be deadly. Its corruptions and peculations betoken bankruptcy and disgrace to the nation. Its treacheries to the Democratic idea look like the incoming of anarchy or despotism. But the victory over that enemy is not to be sought through tortuous by-paths, is not to be gained by a motley host without a common aim and an acknowledged leader. The crusaders were not yet in sight of Jerusalem when they turned their arms against each other. The infidels swept them from the field.

Let us exhort these gentlemen to bide their time! The day of success is not far distant. The conscience of the nation stirred to its depths, the patriotism of the nation aroused for the protection of its liberties which are endangered, and the self-love of the people wounded by the reproaches of the world, will give us a victory in which there will be nothing of the bitterness of defeat. We shall never secure it by cowardice or by exalting expediency to the place which principle should occupy.

POPULAR SOVEREIGNTY RUN MAD.

We made an allusion some days since to Mr Douglas' favorite "squaring process" for reconciling his Squatter Sovereignty dogma with the Dred Scott decision. The idea was first started by Mr. D. in a debate with Jefferson Davis in the U. S. Senate last winter. It a nounts to this: that though slaves are property under the Constitution, and though a local Legislature cannot directly exclude them from an organized Territory, yet they can put a tax upon them which will make their labor unprofitable. Mr. Douglas has such a penchant for whipping the father of lies around the stump, that we have long ceased to look for any straightforwardness in his speeches or public measures. But if we examine this taxing process carefully we shall find that it surpasses in absurdity even the original Squatter Sovereignty cheat. In the course of his illustrations of its practical working Mr. Douglas said that a Territorial Legislature might put a tax upon mules so excessive as to forbid their introduction and propogation, and that it would not be in the power of Congress to remedy such a transgression of the laws of property. Of course then the squatter legislators could tax any other kind of property, or all other kinds, in the same proportion, and in fact exclude all descriptions of property, food and raiment included,—thus putting a perpetual bar to the settlement and cultivation of the soil. And yet Mr. Douglas would hold that Congress could not arrest the mad career of the first one thousand or ten thousand exclusives, who might put that sort of taxing process in force. This is unfriendly legislation with a vengeance.

Yet there is no middle ground. If slaves are property, and recognized as such by the Constitution, there is no power in Legislature, Congress or Courts to keep it out of the Territories. The taxing process is a smart dodge, but the first justice of the peace appealed to for protection against its grotesque and illegal workings would send it to keep company with the alien and sedition laws, and every Court from Kansas to Washington would sustain the judgment.

THE ARMISTICE.

The people of the Papal States who have been moved to overt acts by Napoleon's declarations, and of Parma, Modena and Tuscany, who have provoked successful revolt; the revolutionary leaders, like Kossuth, Garabaldi and Klapka; the thousands of waiting patriots in Hungary and Venice, must be filled with wonderment in view of the turn which affairs have taken. An armistice is declared; and their future, which but a week ago was without a cloud, is now dark and obscure. Doubtless, the wires, when quivering with the news that the fighting was ended, carried sorr w to many a brave heart. What will he do next? is a question which must have been anxiously asked. Shall we, the members of the provisional governments in Modena, Tuscany and Parma, be given up to the vengeance of the rulers whom we have driven out, when they return backed by the power of France? Shall we, who have hoped for the liberation of Hungary, and who would have died in her cause, continue to see her in the clutches of Austria? Shall we of Perugia and Romagna, who would have overturned the temporalities of the Pope and put up constitutionalities instead, be made to feel the malice that a sense of danger now restrains? Shall we of Sardinia who have relied upon the Imperial promise that Austria should be expelled from Italy, and who have poured out our blood and treasure that the promise might be made good—shall we see the hated rule over Venice and Lombardy restored? Shall we, throughout the whole civilized world, who have put faith in Napoleon's professions, that he wished only that Italy should be united and free—shall we see our faith and hopes destroyed, and shall we believe that the Prince in whom we put our trust is only a vulgar usurper after all? These are interrogatories that all whom we have enumerated have not failed to put. Answering for ourselves, we still believe that the end is not yet; that the armistice will be terminated and the battle re-commenced, unless the object for which the struggle begun is conceded and Italy declared free.

There is a certain consistency in human conduct to which even the Bonapartes are slaves. There is respect for the opinions of the world, which Napoleon will not care to outrage. Both demand that he should go on and accomplish that for which he set out. Confident in a good cause, followed by the applause and fast-increasing admiration of Christendom, crowned by a succession of victories that have given invincibility to his army, bound by pledges which it were perjury to falsify, he cannot draw back. When the curtain next rises there will be new actors on the stage.

A Plain Opinion of Popular Sovereignty.

The intestine strife in the Democratic camp as to the proper mode of extending slavery—whether by Congressional enactment or by decisions of the Supreme Court—is not an affair lating from the Lecompton Constitution, by any means. More than two years ago, Senator Brown, of Mississippi, made a speech or held a conversation, a portion of which, reported in the Yazoo *Sun* of July 7th, 1857, was as follows:

"He (Brown) had it from the President's own lips that this thing of Squatter Sovereignty was one of the most damnable heresies that was ever broached in this or any other country, and that he would leave nothing undone to throttle it."

The Free State Party of Kentucky.

The "Southern Republican Organization" is the name adopted by the Anti-Slavery party of Kentucky, which by the act of putting forth a distinctive platform of principles denies its ability to defend itself against mobs and make head against both the parties who are now striving to outdo each other in subserviency to he slave breeding interest of the State. The preamble issued by the Southern Republicans declares that the prosperity of Kentucky will be best promoted by free labor and free institutions; that the industrial classes shall be represented in the Legislature; that the strife between the Democracy and Opposition of Kentucky is but a rivalry in the service of Slavery propagandism, and degrades free labor, interests; that while the Free State party of the South will maintain the union and rights of the States, it will resist Slavery and its influences within Kentucky, and exercise all moral and political instrumentalities, in preventing its extension into free Territories. Their platform proposes the following reforms in State policy: Amendment of the State Constitution by substituting the ballot in place of voting *viva voce*, thereby sweeping away the despotism exercised by the landlord over his tenant, and the rich man over the poor man, at the polls; additional taxation for common school purposes sufficient to establish free schools in every district in the state; and the enactment of laws to recompense citizens for the destruction of property or personal injury by mobs.

A Fatal Newspaper.

The Henderson (Minnesota) *Democrat*, a weekly journal owned by one Joseph R. Brown agent of the Sioux Indians, is as fatal to Democratic editors as Kansas to pro-slavery Governors. Despite the best efforts of the Indian agent the *Democrat* gets top-heavy every few weeks, and comes rolling bottom-upwards like an iceberg in the tropics, greatly to the bewilderment of the aborigines. Its first editor, Mr. John C. Shoever, held out only a few days, and introduction to the "mountain "politics of that State made him a Republican at once. Editor No. 2, was "a young man of the name of Guppy"—Mr. Charles C. Guppy. Mr. G. made so good progress during the brief time that he bestraddled the Henderson tripod, that the "mocasinites" quietly slipped a thousand dollars into his hands, to start a campaign paper at Taylor's Falls—whereupon Mr. Guppy quietly slipped out of the State. This was a feat which his acquaintance with Indian strategy and his apt scholarship while Clerk of the Minnesota House of Representatives, enabled him to perform with dexterity and success.

Editor No. 3, was Mr. J. W. Lynd, whose staggering exposure of the Democratic election frauds perpetrated in 1857 and those contemplated in 1859, we published a few weeks since. Mr. Lynd has now become a hard working Republican. In the extremity of despair the Indian Agent elected Mr. H. H. Young editor No. 4, of the Henderson hebdomadal, who signalized his accession by discharging two printers—one because he was a Republican, and the other because he insisted on working while sick. Mr. Lynd is a gentleman. Mr. Young says that he is a democrat "in the very nature of things"—a Minnesota variety of the species not yet catalogued.

The Leather Man a Humbug.

We published an account, from a Kentucky paper, of a man who could stick pins into himself, stab himself, and nail himself to chairs, etc. His name is Stearens, and the Cincinnati *Gazette* shows him to be a humbug, and says that wounds into which the leather man thrusts bits of iron are cicatrised wounds, like holes through ladies' ears for ear-rings. He foolishly carried in physicians to see his performance, and taking an awl fixed it on a spot in his wrist and asked a doctor to strike it into the flesh. The doctor did so, but purposely struck it in a slanting direction, and the consequence was blood followed, and the man groaned. How these holes were made, whether by disease or not, is not known, but the sum and substance of the whole performance is just as remarkable as that a girl should put gold wire through her ears and not hurt her.

The Late King of Sweden.

Oscar I., King of Sweden and Norway, whose death is announced in the telegraphic summary of the Africa's news, was born in Paris July 5, 1799. He was the son of King Charles XIV. (Marshal Bernadotte) and his wife M'lle Desiree Clary, the daughter of a Marseilles merchant, and the sister of Madame Joseph Bonaparte. He ascended the Swedish throne on the death of his father (1844). In 1823 he was married in Stockholm to Josephine Maximiliana, daughter of Eugene Beauharnais, whose wife was Augusta Amelia, Princess of Bavaria. His first son, Charles, was born May 5, 1826, and received the title of Duke of Schonen; his second, Francis, born July 4, 1827, Duke of Upland; his third, Oscar, born in 1829, Duke of Gothland.

Rock River Seminary.

We have before us the circular of this well-established and popular institution. Its course of study embraces every branch of learning usually taught in colleges, with many useful and ornamental branches. It is presided over by experienced and competent teachers. The trustees, whilst holding a complete charter, have been satisfied to do all the work of a college without using the name. A thorough collegiate course is pursued; ladies graduate, and gentlemen are awarded a diploma for their course when honorably completed.

The fall term commences the fourth Monday in August. The town of Mount Morris, the seat of the Seminary, is pleasantly situated, and contains a population noted for sobriety and good order. It is eight miles east of Polo, the nearest station on the Galena branch of the Illinois Central Railroad. The terms are moderate. For more particular information, address Rev. W. T. Harlow, A. M., or Rev. W. S. Pope, A. M., Principals. Copies of the circular may be had at the Methodist Book Depository in this city, on Washington street between Dearborn and State.

TRIP FROM CHICAGO TO ST. PAUL.

[Correspondence of the Press and Tribune.]

St. Paul, Minn., July 19, 1859.

I left Chicago in search of a cooler temperature on Monday morning, and concluded that I would be likely to find it at the Falls of Minnehaha, or thereabouts. The Chicago and Northwestern R. R. offered the quickest and most direct route to the "laughing waters," and the train rolled me into the "Dog Prairie," (Prairie du Chien,) before 9in-se. At this point we were delayed more than two hours waiting for the train from Milwaukee, which in turn is obliged to wait for the morning Lake Shore train from Chicago. But every evil has some compensating good. The delay of a couple of hours gave the passengers time to get supper, to secure the best located berths on the boat, and to inspect the city of Prairie du Chien.

The day was hot—the mercury ranging close in the vicinity of "bleed heat"—but by opening the doors and windows of the car, a draft of air passed through which greatly relieved the oppressive state of the atmosphere, though it was somewhat mixed with dust and cinders. I have heard some assert that it was just as near to Prairie du Chien via Milwaukee and Madison, but I find this to be a great mistake. It is 85 miles from Chicago to Milwaukee, by rail, and 192 miles from the latter place to the Mississippi river, making the distance from Chicago to Prairie du Chien, via Milwaukee, 299 miles. To this should be added a mile or more of omnibus staging, and the delay, expense and annoyance of changing cars and taking baggage from the depot of one road to that of the other. The Fond du Lac route is 99 miles from Chicago to West Milton where the Prairie du Lac road intersects the Milwaukee and Mississippi, (8 miles north of Janesville,) and thence to Prairie du Chien is 127 miles, making the whole distance 226 miles, *without change of cars*, which is 51 miles less and no omnibus portage to encounter. The whole of the road, I traveled, is in first rate condition; the track is smooth and solid, and tolerably free of dust, and the cars comfortable. But there is one drawback which might easily be remedied; there is no place after leaving Chicago in the morning, where refreshments can be obtained, until tea time was reached at a little station called Mazomanie, 75 miles from Prairie du Chien. The train reaches Mazomanie about 4 o'clock in the afternoon, a most outrageous hour to offer tired and hungry travelers something to eat, having kept them fasting since morning. Strong, hardy men may endure it without sustaining much bodily harm, but it is too much to inflict on women and children. The train boy is not permitted to peddle anything in the eating line, except lozenges, which are not the most desirable aliment for an empty stomach. He says he dare not carry sandwiches or rolls "because they would make dirt on the floor and seats!" A satisfactory reason truly. But after the passengers has withstood the cravings of appetite until the train arrives at the eating place, he is set down to a most unsatisfactory meal. You are offered your choice between tough, heavy meat called steak, and still tougher and greasier fowl denominated 'chicken,' and between *old* fresh fish, and suspicious veal, the potatoes are well oiled; the bread is hot and heavy, and the butter strong as Samson, and of as many colors as Joseph's coat. The dishes has evidently been prepared by the apprentice. But the way-faring man has one satisfaction, of knowing th at of the half dollar, he has at least 40 cents of it is clear profit, and it is little enough compensation to the landlord for having to offer such fare to respectable travelers in a civilized country. The proper place for dinner would be at the Junction, and in no event should the train go farther than Madison. If the Superintendent of the M. & M. Road had the slightest regard for the comfort, feelings, or health of the travelers over his road, he would reform the eating arrangements radically and rapidly. I have spoken at this much length, because there are many scores of persons punished in this way every day, and I desire to have the fact known, to the end that the annoyance may be abated. There are few things which creates so many prize higher than places to procure meals at reasonable hours, and food prepared in a reasonable manner. On some railroads these things are comfortably attended to, but on others, the Milwaukee & Mississippi for example, the matter seems to be wholly ignored or disregarded.

The crops all the way from Chicago to Prairie du Chien look finely. Winter wheat has been cut and secured; the oats are long and the berry plump, although as a general thing straw stood thinly on the ground. Spring wheat will be a full average crop. The fields are already soil were nearly ripe, and next week the cradle and reaper will cut down thousands of acres in Wisconsin. Barley is not to be found see or hear, is about an average crop. Corn is coming forward very rapidly, and generally gives promise of a large yield. Thousands of fields I saw the height would average two feet at this time, some fields were weedy and backward, but the great proportion were clean and thrifty; I saw none sown as early as the 1st of May, and standing thickly on the ground. Oats promise an immense yield. I did not observe a bad field. There is no rye in this section. The land is generally country through which the road passes is between Woodstock and Janesville. The surface of this section is undulating and the soil a deep rich loam; it is well watered by streams and springs. Every farm has more or less timber, and trees adorn most of the fields. A large proportion of the country is agreeable to and cultivated. The farm houses are longer and handsomer than one sees on the other portions of the route, and well disposed to the development of this spirit of individuality, and not vainly endeavor to crush it.

Again. If one only could say "rest or no rest," the objection so commonly made that if cars and steamboats are run, a portion of the population must work, fall to the ground, for they can take their rest on some other day. Clergymen, printers, policemen, hotel-servants, workmen in gas-factories and water-works, are obliged to work on Sunday. We, subscribe, rest but it is bounded by high, steep bluffs. On entering the valley of the Wisconsin River, the bottom lands become more sandy and perhaps less fertile. The valley between the bluffs is from two to five miles wide, and nearly all susceptible of cultivation. A considerable portion of this valley is under fence and improvement. The road follows the river its whole length, and is built on piles. The river runs over a bed of quicksand, and is ever changing its channel. Abutments of piles, built for bridges, are undermined and destroyed. But long piles, driven deeply and firmly down into the bed of the stream, securely resist the action of the current and the moving sand. The road follows the valley of the river seventy miles, which for this distance flows almost due west. As the sun approached the horizon, the train suddenly debouched upon the Mississippi, and a few minutes later was at its station on the bank of the great river.

I lost no time in transferring myself to the pilot-house of the steamboat Milwaukee, from which I had a fine view of the town, and Prairie du Chien. The town is dispersed over the plain at random,—here and there a house or group of them. The river bottom at this place is three or four miles wide from the water's edge to the bluff, and extends up and down the river six or seven miles. The last time the town was visited it was in the zenith of magnificent expectations, as they embraced the whole prairie, and built all over it in spots. An untimely frost came in August 1857 and nipped all their hopes and plans and since then the builder's hammer has been but seldom heard. If the town stockholders would plant the interstices between the houses with fields of corn, they would be sure of handsome dividends, as the soil is very fertile, and would grow luxuriant crops if it had a chance.

At 10 o'clock P. M. the boat shoved off, and began to plow the waters to St. Paul. After the heat of the day, it was truly refreshing to sit on the hurricane deck, and let the cool, delicious breeze that came down the river fan one's face, and dry up the perspiration that had flowed from the pores all day long. We had not proceeded far when the moon arose from behind the towering bluffs and gazed serenely down upon us. We were amusing due north when, all at once, the polar lights shone brilliantly before us. The "dance of the spirits" was truly magnificent. The whole northern horizon was lighted up. Sometimes a great luminous jet would shoot up the sky almost as high as the North star, and I am not sure but a horizon of the arctic waters touched that polar luminary once or twice, when a sort of highland fling was performed. The beautiful phenomena lasted an hour, and then disappeared as suddenly as it came. During its continuance, the heavens were a glorious spectacle. The sky was clear as crystal; every star shone with uncommon lustre; the moon cast a refulgent brilliancy upon all surrounding objects; the clear waters of the majestic river rolled silently on; the "spirits" danced their magnificent quadrille in the northern heavens, while the delicious breeze cooled and invigorated the mortals on the Milwaukee, who beheld and enjoyed the sublime scene. When the dance was over and the music of the spheres ceased, I retired to my berth, spread all the ventilators and doors, and enjoyed a refreshing sleep.

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The hard times have knocked speculation and growth out of the river towns. They may be said to remain in *statu quo*, though judging from appearances some of them are so completely used up that they will never know what hurt them. La Crosse, from the hasty glance I got at it, exhibits more recuperation than any place I saw on the river. Considerable business is doing in it. Winona is located on a beautiful strip of river prairie; but it looks a sad picture of its former life and activity. There is no business in its eye. The people seem to be waiting patiently for something to turn up. Winona must have been the paradise of real estate operators for a season. From the boat as it steams along the levee, one can read on half the street signs as follows: "Real Estate Office," "Land Warrants for sale," "Preemption Office," "Land Locating Office," "Real Estate Broker," "Money Loaned on Land," &c.

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But here we come to St. Paul, and I must bring my discursive letter to a close. We have steamed up stream 30½ miles in 24 hours including all stops. The trip from Prairie du Chien has been delightful. The weather has been neither too cold nor too hot; a delicious breeze has blown down the river, fanning our faces. The steamer Milwaukee is one of the swiftest and best boats on the river. Capt. Hewitt who has charge of the boat has commanded boats a quarter of a century on the Mississippi—is a most attentive and agreeable gentleman. One thing I observed with gratification that there was none of that swagger, bluster and profanity indulged in on the boat which brought me here, one almost invariably hears and sees on the Missouri river boats.

John H. Kinzie accompanied by his wife and son are passengers. He says that he went up this river nearly forty years ago.

The Republican State Convention meets in St. Paul to-morrow (20th inst.,) and I will try and let you know what it does.

Yours, etc., J. M.

THE SUNDAY QUESTION.

Editors Press and Tribune:

Will you allow me a short space to reply to some of the positions of your correspondent, R. P.?

R. P. desires that we should "avoid the contempt with which the Americans regard the substitution of caricature for statement and slang for argument." The question furnishes us with the meaning of this sentence. He desires us to read sundry tracts, one of them printed by the American Tract Society, in order to get at the true ground for making it sacred and holy. But alas! we have long ceased to look in the creeds or catechisms of the churches to find what they believe; why should we look at their tracts? I neither know nor care what is stated in the printed books of any denomination.

I speak of the Sabbath from *absolute personal experience*. I *know* what is taught and inculcated both by oral instruction and public opinion. I lived in New England till I was twenty-three years of age. I *know* that it was there considered a *sin*, that is the word, a *sin*, to ride, or sail, or enjoy any sort of amusement, to work, or travel, or perform any sort of labor, beyond what was absolutely necessary, on Sunday. Those who did not conform to this rule, if children, were severely reprimanded or punished; if grown persons, were suspected of infidelity and accused of rowdyism. Sabbath-breaking was one of the cardinal crimes, and it consisted in anything other than going to church or Sunday School from three to five times a day, eating as little as possible, and laughing not at all. This I *know* to be the practice of New England man and woman. Don't talk tracts to us.

Your correspondent will not make much headway in his argument, by trying to shift us into the positions of saints and defenders of the Puritan *Sabbath*. I yield to no man in my love and veneration for the founders of New England civilization, the highest and noblest developement of man the world has ever seen. But I hope I shall never sink to adulation. To acknowledge a fault in the Puritans is not always right, but were sometimes actually wrong, is only to say that they were human. Is there any harm in that? Is there any tract against it? Let us boldly defy our ancestors. We are not pagans. Moreover if I should set myself up to defend St. Paul and Calvin and Luther from the "sneers of the infidel," I should have as many on my side as he will get by defending the Puritans.

R. P. says, rather inconsistently, that the only question is "rest or no rest." No doubt. That may be his question. But it is not mine, nor is it the true question. The true question is stated. Every one knows the value of rest on the seventh day to both man and beast. What day it shall be is also settled. Sunday is universally set apart as the day when all ordinary business shall be suspended; all commerce, law, banking, agriculture, and hard labor generally. Will that public opinion, which has sanctioned and passed ten hour laws, ever permit employers to force their employed to work on Sunday? Never. The working classes are *the power* here, not a power merely, and this the most sacred of their rights can not be filched or forcibly taken from them. Shall we have a Sunday of quietness in our community, than to believe, that by the simple removal of restrictions on amusements, (for that is all that is asked for) they will sink to the level of subjects of European despotism? A continental Sunday! This is the great bugaboo always produced on these occasions. It does not follow that by modifying our observance of Sunday, we fall immediately, and at once, into the European fashion of observing that day. It will take more than that to debauch the moral sense of our people, and never until they are sunk as low as the inhabitants of Europe in ignorance and degradation, will they be contented with their Sunday, or Monday, or any other day. Because "there is no Sabbath in the dominions of despots" does it follow that the Sabbath has created liberty, or even tends to support it? By no means. It is the intellectual development of a people and their love of Christianity which teaches that every man is a distinct individual, with rights, powers, duties and a future, equal to those of any other man, which creates and fosters liberty. The Sabbath must bend to the development of this spirit of individuality, and not vainly endeavor to crush it.

Again. If one only could say "rest or no rest," the objection so commonly made that if cars and steamboats are run, a portion of the population must work, fall to the ground, for they can take their rest on some other day. Clergymen, printers, policemen, hotel-servants, workmen in gas-factories and water-works, are obliged to work on Sunday. We, subscribe, rest but it is bounded by high, steep bluffs. On entering the valley of the Wisconsin River, the bottom lands become more sandy and perhaps less fertile. The valley between the bluffs is from two to five miles wide, and nearly all susceptible of cultivation. A considerable portion of this valley is under fence and improvement. The road follows the river its whole length, and is built on piles. The river runs over a bed of quicksand, and is ever changing its channel. Abutments of piles, built for bridges, are undermined and destroyed. But long piles, driven deeply and firmly down into the bed of the stream, securely resist the action of the current and the moving sand. The road follows the valley of the river seventy miles, which for this distance flows almost due west. As the sun approached the horizon, the train suddenly debouched upon the Mississippi, and a few minutes later was at its station on the bank of the great river.

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Yours, etc., J. M.

CROP ITEMS.

CARROLL COUNTY.

MOUNT CARROLL, July 16, 1859.

Editors Press and Tribune:

The crops are looking fine, straw short, heads large and well filled, both wheat and oats. Corn never looked better; it is now beginning to tassle. I think the prospects were never better for a heavy crop of all kinds of grain.

YOUR, truly, HARRIS PYLE.

BOONE COUNTY.

BELVIDERE, July 21st, 1859.

Editors Press and Tribune!

Within a few days the chinch bug has been ravaging the wheat fields to a fearful extent in certain localities. One farmer reports that he will not get a hundred bushels, where he should have five hundred bushels. Some report their loss less, and others even more; thus the last-mentioned farmer. The oat crop, in general, is full with much greater severity by those that I observe, than as though it were more general, leaving only a fifth low prices and little grain. It is said that other bugs devastate a field of wheat they migrate to an adjoining field of oats, or corn, and there complete their work.

The potato crop through these parts is suffering materially from the effects of dry weather, which is laboring vegetation generally.

YOUR, &c.,

G. D. SMITH.

MERCER COUNTY.

VIOLA, July 18th, 1859.

Editors Press and Tribune!

The weather continues very hot and under its influence the corn is growing fast and looks well. The farmers are engaged cutting their wheat; it is as good as was expected. The grain is plump and will be a large yield. The rust, which destroyed the crops so much has not done any damage. Oats look remarkably well yet, though not a large amount sown on account of the scarcity of seed. Potatoes are doing well considering the dry weather. Hungarian grass and millet that was sown early, look well, while the late sowing is rather a poor show. Yours truly,

E. S. FOSGATE.

KENDALL COUNTY.

PLANO, July 21, 1859.

Editors Press and Tribune:

I am sorry to say that the wheat crop will be very near a failure in this township. The chinch bug is making a clean sweep. Corn is very backward on account of the late frost which stands this on the 21st of July. Oats are looking finely, if they will only head out into cities. But if we should have a good rain, immediately, we might look for half a crop. Grass is good.

A. L. TOWLIN.

BOONE COUNTY.

July 17, 1859.

Editors Press and Tribune:

As far as I have been able to gather information on the subject, our crop of wheat through this section of country was the best for quality and quantity last year of any other that comes to your market. Our average then was ten bushels to the acre, and from the number of fields now threshed in the neighborhood, we have learned that the crop will not exceed ten bushels this year. Now, if the same cause that lightened the wheat crop here this year has operated throughout the State as it did last year, we will realize only a half crop throughout the State. My opinion is, that it was the heavy rains in the spring of each year that injured the wheat crop. STANCHERES.

CENTRAL INDIANA.

ATTICA, Ind., July 16, 1859.

Editors Press and Tribune:

We are now enjoying most uncommonly dry hot weather Since writing you before, our wheat has been harvested in fine order, yielding an average crop of as fine sample as could be asked for. The Chinch bug has full possession of the Oat fields, and in consulting with the present drought have done up this crop, leaving but a small share to the sower.

Corn—at the time we wrote before, fair crop promised an abundant yield, there having been a much greater breadth planted than ever before in this part of the State. This being our staple article, of course receives much attention from all parties. The want of rain during this hot weather is beginning to tell upon the corn. We have yet hopes of a crop left. The Chinch bug is taking some fields entirely, spreading consternation among the corn growers, especially on the east side of Grand Prairie, which reaches within nine miles of this place, and is one of the best corn growing sections of the State. The grass crop is now being cut, yielding but half from a two-thirds crop, of rather inferior hay, the dry weather making it coarse and woody. There has been a quantity of the Hungarian grass seed sown some of which has not come up for want of sufficient moisture, and what little is up makes fine feed for the hogs which take to it greedily. Our farmers will be compelled to take good care of their fodder or run short as this next winter. Potatoes—Those planted early have ripened prematurely, being small and but few in the hills—late planting dried up nearly, and rain now would do them but little good. Gardens nearly ruined by drought. Frost lay on our sidewalks the morning of the 4th inst., no damage done.

YOURS, W. D.

Ireland's Hopes from the War—Will France Invade and Give her a Milesian King.

[From the Cork Constitution, July 7.]

Happen what may in Ireland—invasion or no invasion—we cannot want for a king to occupy the throne. The ultramontanists have one ready, so we may quietly await the unvellings of the future. One of the most extreme of the Phœnixite prints has the following.

"DIGBAS.—A correspondent observes that if the prophecy of the Roman Catholic bishops prove true we may be put to the choice of a prince one of those days to rule over Ireland as King Leopold over Belgium; when a new Congress of Europe shall a second time (as in the case of Belgium) set aside the arrangement of 1815 in favor of the just desires of another little nationality of ancient race. More unlikely things have come to pass; that is all we need say just now on the subject. But our correspondent goes further, and suggests that if such a state of things should come to pass; all difficulty in finding a fitting candidate—at once pure Irish, and yet totally unconnected with the life of modern parties in Ireland—

Special Notices.

☞ Maravilla! Maravilla!! Maravilla!!! — The most wonderful preparation known for Destroying Dandruff, Curing Baldness, Relieving Sick Headache, Preventing the Hair from Falling Out, and Producing Curls. Sold by all respectable Druggists and Fancy Goods Dealers, and by the proprietors. Price 50 cents.
CHARLES ERNST & CO., 24 Maiden Lane, N. Y.

"It will accomplish all that is claimed for it, and no one need fear or mourn the loss of hair if they will use your Maravilla."
—Ex. 1812 J. M. BRADSTREET, 207 Broadway, N.Y.

Those who are Curious to witness the wonderful perfection to which A. Chevreliff (late manager of Batcheler's, N. Y.) has brought the manufacture of Wigs and Toupees, are invited to visit his Wig and Hair Dye Rooms, at No. 5 Fremont Block, and examine these curious productions of art. No one-day can detect the artificial from the natural when adjusted to the head. dec-1y

☞ Notice.—The undersigned, Stockholders in the Merchant's Bank of Macon Georgia, are by the provisions of its Charter, made personally liable for its losses. The stock of this Bank will be taken by us on deposit on the same terms as Kentucky, Indiana and Ohio.
H. A. TUCKER & CO.

☞ Dr. Seelye's Liquid Catarrh Remedy.—Warranted to be a sure and permanent cure for Catarrh. Office rooms, 11 Merchant's Exchange, corner of Lake and Wells Street. A circular, with full particulars of disease, etc., will be sent to any address upon the receipt of a penny postage stamp. myzl-1362-4m

☞ Diarrhœa, Dysentery, Summer Complaint—Maguire's Compound Extract of Rose Plant is the best remedy known, for the cure of these diseases. In the Mississippi Valley it bears the highest reputation for its curative properties. For children, teething, it is invaluable. Prepared only and sold by J. & C. MAGUIRE, St. Louis, Missouri.
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Crockery and Glass Ware.

GREAT BARGAINS!

FRUIT JARS,

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GLASS WARE.

In all its varieties, for Kerosene, Solar, Camphene, and Fluid LAMPS. Also Fixtures, Lanterns, Gimbal Binnacles, Wicks, &c., &c.

TABLE CUTLERY, TEA TRAYS, TABLE MATS, CHINA, TERRA COTTA, PARIAN and BOHEMIAN WARE.

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☞ Low Rates and General Patronage. ap6-1730 6m

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CORD TASSELS, CURTAIN FIXTURES,

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Also, a good STEAM FLOUR MILL, with large Brick Warehouse attached, situated immediately on the steamboat landing. The mill consists of four run of stone; the machinery is in good workmen like condition. Attached to the mill is a fine new Mill, Lumber Yard, &c. Also, 250 feet of Rail Timber Land, near the Mill.

The above property will be sold together or separate, as the purchasers may desire. Conditions liberal and terms easy. For particulars inquire of

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HOUSE AND LOT on Clinton near Polk street. Lot 100x200. Price $1,200. half cash, balance in one year.

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HOUSE AND LOT ON WABASH AVENUE, near Twenty-fifth street. House is new and contains all modern improvements. This is a larger portion of the purchase money may remain on eight years time, if desired.

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22x75 feet on White street, corner Green Bay, Road, with two frame houses. Price $1,500.

60x100 feet on Illinois, near Dearborn street, with two frame houses, two stories high. Price $3,000.

Lot 24x100 feet on Illinois street, near Dearborn street, with two frame houses. Price $2,000.

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FOR SALE OR PART EXCHANGE,

WOODLANDS.

For sale on long time and easy terms to the buyer the Suburban Residence of ELISHA BAYLEY, situated on Cottage Grove and Douglas avenues, two miles from the City Limits, containing six and a half acres of land, laid out in the most beautiful and tasteful manner, with Lawn, Gardens, Grounds, Walks, etc., etc., and well set with choice Fruit and Ornamental Trees.

A large House, Gothic style with Oriel Bay and French windows, commanding pleasant views; also, a large Barn, Carriage House, and all Out-Buildings. There is also on the Metropolitan Branch, site of J. A. Marshall, 31 Dearborn street, 5 acres of land, for sale.

LOTS FOR SALE AT LAKE FOREST, ILLINOIS.

The lots belonging to LIND UNIVERSITY, and now offered for sale present favorable inducements to persons wishing to enjoy the pleasures of country life within an hour's ride of the City of Chicago.

They are located at Lake Forest, on the west bank of Lake Michigan, elevated one hundred feet above the level of the Lake, about twenty-six miles north from Chicago, on both sides of the Chicago and Milwaukee Railroad, around the mineral and other springs and natural beauties, and in the opinion of our best physicians the site is unsurpassed. Lake's resort and residence are not to be exceeded by any on the seashore or in the Western country.

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For further particulars apply to Peter Page, No. 22 Washington street, or address him through the Post Office, Box 176, Chicago, Illinois.
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WANTED TO EXCHANGE FOR A CITY RESIDENCE,

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Consisting of a two-story Milwaukee brick House, out buildings, yard and garden, all in complete order, the land in one of those beautiful and healthy Lake Towns in Wisconsin, only 30 miles from the City of the Lake—the City of Lake Shore Railroad.

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Late Physician and Surgeon to the Opthalmic and Aural Institute of London, Eng., whose reputation is well known throughout the United States for skill and success as an operator on the EYE and EAR, is now located in this city for twelve months, during which time he has treated with a success truly astonishing, FIFTEEN HUNDRED PATIENTS, many of whom had been totally blind for years, and whom every means within the reach of science for long continued inflammation of the lids, have been made to see; and others again, who had been entirely deaf for many years, have been restored to hearing, and scores of others who have been afflicted with discharges from the ears, have been made to hear and speak—an operation believed to have never before been successfully performed by any Surgeon on the American continent.

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For Family use, Tailoring purposes, Saddlery &c.

Warranted to give better satisfaction than any other Machines in market, or money refunded. Call, or send, for an agent to call. FINKLE & LYON,
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$20 SEWING MACHINE.—

Quaker City Double Lock, Tight, Fast Stitch

SEWING MACHINES.

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Also, wanted to sell or exchange for city property,

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GEO. T. ABBEY, 186 Lake St

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SHARP'S AND COLTS RIFLES, COLTS PISTOLS, BOWIE KNIFES

also, a large assortment of Target and Sporting Rifles, Shot Guns, and other arms, suitable for a general outfit for the Mines, at 186 Lake street.
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In all its varieties, done in beautiful style and at moderate rates. An examination of specimens and prices is respectfully invited.

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Fair Play for Horse Railroads.

To the Editor of the Boston Courier:

I am one of those old gentlemen who love to watch the progress of things in this country, and to observe in what particulars we are better or worse off than our fathers were; and while I would not exaggerate any of the advantages we possess, I profess myself of a different temperament from those who decry the conveniences we enjoy to-day, or the reputation for integrity, enterprise or skill which belongs to us of this generation. It would be impossible, in the reasonable limits of a communication in a public paper, to go into all the details of so large a subject, and I propose to limit myself to a single one of those improvements which have been so numerous that a catalogue can hardly be made of them. It will surprise some of my contemporaries when they hear that the effect of a number thinks a horse-railroad one of the greatest improvements of the day, especially in regard to the interests of the city. But horse-railroads have never had fair play in the newspapers. Everything which could be imagined against them has been fully set forth by the most eminent of correspondents, but not a word that I remember has been printed on the other side. Every owner of a rickety chaise, or a carryall more shaky than trustworthy, sent his communication to a newspaper within six months of the laying of the first track, showing how his life or limbs had been endangered by the breaking of his axletree, or the untimely snapping of the spokes of his wheels by the pestilent railroad. Now, the reason that we hear no more of these complaints is that the rails more pliable or the carriages better built? Or are there fewer of such vehicles used in consequence of the superior convenience, rapidity and cheapness of the horse-railroad? If this last is the true reason, as I believe it to be, no one should be more grateful to horse-railroads than the ci devant owners of buggies and carryalls, who are saved the expense of horse and carriage and slowness of motion by the much abused iron track.

Another charge against horse railroads is that they tempt people to live out of town, and so defraud the city of Boston of some of the tax [illegible] due to it from those who do their business in the city, and who, therefore, ought to live in it and keep up the price of real estate. This rule is not one of perfect obligation, surely, for if every body for whom wants to do business in the city ought to live in it, the city must be big enough to furnish a few feet of ground for them to live upon. But even when the Back Bay is filled up, I fancy that will hardly be the case, and some of our most important business men will prefer living in the suburbs for a part of the year at least, and many of those of the most and most numerous and valuable class, will be obliged, and yet will rejoice, to live in the vicinity all the year round, and go to and from the city on a horse-railroad, when they cannot have the swifter conveyance of steam. And even where steam conveyance is to be had, as in Roxbury, West Cambridge and Somerville, the horse-railroad is not found superfluous, but has been added to steam accommodation previously existing.

But it seems to me a most unjust course of reasoning to complain of horse-railroads for diminishing the price of real estate in Boston, when the cost of real estate in the city was on no prominent cause certainly of the existence of horse-railroads. People cannot afford, and will not give for ground for a residence, as much per square yard as will pay for an acre a few miles off. There are many circumstances, as economy in living, better air, love of flowers, or a pleasant prospect, which tempt some of those who are compelled to toil in counting houses all the morning, to go beyond the limits of the city in the afternoon; and I submit that this facility is an infinite advantage to the tax-payers in the city. The greater the number of those who come in from the adjoining towns for business purposes, the better for the city; and the more of it is occupied by business, i. e., by shops and warehouses, the better it will be for the owners of those shops and warehouses, or the tax-payers on the real estate of the city. The true policy of the city, therefore, clearly is to throw no obstacle in the way of horse-railroads, but to encourage them in all reasonable and proper ways.

The immense traffic on all the principal horse-railroads, proves effectually that a general want has been met; that one of those steps has been taken which are never retracted; so that whatever may be the torture endured by those who do not use them, the best thing they can do is to submit with as good a grace as possible to the will of the majority. The greatest inconvenience from them complained of by anybody, is the being run over in the city or by the cars; and if there were no cars, the streets would be thronged with vehicles to a degree vastly more inconvenient than now. What was the effect if fifteen or twenty thousand people who come into town every day by the horse cars, were to be brought by seven or eight thousand chaises, buggies and carryalls in addition to those we have the pleasure to see daily? And if that difficulty is answered by saying that some of them would go down, then what would compensate the shopkeeper and trader for the gain they derive from this number of persons coming every day for the purchases they desire to make?

One more suggestion and I will leave the matter to the consideration of others. Since the establishment of horse-railroads, I have never heard of a single accident to an individual using that conveyance, arising from the fault or defect of the road, the vehicle, the horses, drivers, or conductors. Can anybody say that of any other mode of travelling? Were so many millions ever before conveyed even the shortest distance with so little danger? Compare the success of these roads with that even of steam railroads, or, still more, with the post coaches of former days, and the immense superiority of the horse railroads, in point of safety, is immediately apparent.

Allow me to add that I am not a stockholder in any railroad, and have only that interest in them which everybody else has, sna convenient and cheap mode of conveyance.

SUBURBAN.

The Sunday Car Question in Philadelphia—Decision in the Case of the Driver Arrested.

[From the Philadelphia Evening Journal, July 19.]

This morning there were but few assembled at Alderman Hutchinson's office to hear the decision of that functionary in the case of the driver arrested on Sunday last, the hearing of which adjourned over to-day, as people yesterday. At a few minutes before 11 o'clock, Wm. O. Kline, a director of the Green and Coates streets Railroad, Mr. Webster, attorney, and Wm. L. Hirst, Esq., counsel for the company, drove up in a carriage. A few persons congregated about the door of the magistrate's office. Alderman Hutchinson then gave the following decision:

The simple question which I am called upon to decide in the present case is, whether there is sufficient evidence to hold the defendant over for a breach of the peace.

And in doing this I shall consider it in the same manner as any other case brought before me as a committing magistrate, and of course hearing but one side of the question.

Complaint has been made to the Mayor by certain parties that the running of the cars of the Green and Coates Street Railroad Company, on Sunday, 11th inst., had disturbed their religious exercises, and he referred the matter to me. Whereupon the Mayor had requested the Company not to run their cars on Sunday, as he considered it, under the circumstances, a breach of the peace. The Mayor accordingly gave orders to the police to stop any cars from running on this road on Sunday last.

How far the Mayor was right or wrong in this matter it is not my business to inquire. The cars started on Sunday, at about one o'clock, P. M., and when at 7 o'clock passed said Coates street were stopped by the police, and a driver was arrested, and I was sent for to take bail, which was entered by Mr. Presbury for a hearing, on Monday morning, at eleven o'clock. No hearing was had or asked for on Sunday.

MONDAY, July 18th, 11 A. M.—Parties having appeared, and the witnesses being examined, who made the arrests upon their evidence, I consider it my duty to hold the driver (the defendant) in the sum of three hundred dollars, to answer the charge of a breach of the peace. With the abstract question I have nothing to do. My course on the question is indicated by a desire that the matter may be speedily brought before a higher tribunal, and the whole matter adjusted in such a manner as may be consistent with the rights of all parties. I go into all the details of so large a subject, and I propose to limit myself to a single one of those improvements which have been so numerous that a catalogue can hardly be made of them. It will surprise some of my contemporaries when they hear that the effect of a number thinks a horse-railroad one of the greatest improvements of the day, especially in regard to the interests of the city. But horse-railroads have never had fair play in the newspapers. Everything which could be imagined against them has been fully set forth by the most eminent of correspondents, but not a word that I remember has been printed on the other side. Every owner of a rickety chaise, or a carryall more shaky than trustworthy, sent his communication to a newspaper within six months of the laying of the first track, showing how his life or limbs had been endangered by the breaking of his axletree, or the untimely snapping of the spokes of his wheels by the pestilent railroad. Now, the reason that we hear no more of these complaints is that the rails more pliable or the carriages better built? Or are there fewer of such vehicles used in consequence of the superior convenience, rapidity and cheapness of the horse-railroad? If this last is the true reason, as I believe it to be, no one should be more grateful to horse-railroads than the ci devant owners of buggies and carryalls, who are saved the expense of horse and carriage and slowness of motion by the much abused iron track.

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MONDAY, July 18th, 11 A. M.—Parties having appeared, and the witnesses being examined, who made the arrests upon their evidence, I consider it my duty to hold the driver (the defendant) in the sum of three hundred dollars, to answer the charge of a breach of the peace. With the abstract question I have nothing to do. My course on the question is indicated by a desire that the matter may be speedily brought before a higher tribunal, and the whole matter adjusted in such a manner as may be consistent with the rights of all parties. I go into all the details of so large a subject, and I propose to limit myself to a single one of those improvements which have been so numerous that a catalogue can hardly be made of them. It will surprise some of my contemporaries when they hear that the effect if fifteen or twenty thousand people who come into town every day by the horse cars, were to be brought by seven or eight thousand chaises, buggies and carryalls in addition to those we have the pleasure to see daily? And if that difficulty is answered by saying that some of them would go down, then what would compensate the shopkeeper and trader for the gain they derive from this number of persons coming every day for the purchases they desire to make?

One more suggestion and I will leave the matter to the consideration of others. Since the establishment of horse-railroads, I have never heard of a single accident to an individual using that conveyance, arising from the fault or defect of the road, the vehicle, the horses, drivers, or conductors. Can anybody say that of any other mode of travelling? Were so many millions ever before conveyed even the shortest distance with so little danger? Compare the success of these roads with that even of steam railroads, or, still more, with the post coaches of former days, and the immense superiority of the horse railroads, in point of safety, is immediately apparent.

Allow me to add that I am not a stockholder in any railroad, and have only that interest in them which everybody else has, sna convenient and cheap mode of conveyance.

SUBURBAN.

The Sunday Car Question in Philadelphia—Decision in the Case of the Driver Arrested.

[From the Philadelphia Evening Journal, July 19.]

This morning there were but few assembled at Alderman Hutchinson's office to hear the decision of that functionary in the case of the driver arrested on Sunday last, the hearing of which adjourned over to-day, as people yesterday. At a few minutes before 11 o'clock, Wm. O. Kline, a director of the Green and Coates streets Railroad, Mr. Webster, attorney, and Wm. L. Hirst, Esq., counsel for the company, drove up in a carriage. A few persons congregated about the door of the magistrate's office. Alderman Hutchinson then gave the following decision:

The simple question which I am called upon to decide in the present case is, whether there is sufficient evidence to hold the defendant over for a breach of the peace.

And in doing this I shall consider it in the same manner as any other case brought before me as a committing magistrate, and of course hearing but one side of the question.

Complaint has been made to the Mayor by certain parties that the running of the cars of the Green and Coates Street Railroad Company, on Sunday, 11th inst., had disturbed their religious exercises, and he referred the matter to me. Whereupon the Mayor had requested the Company not to run their cars on Sunday, as he considered it, under the circumstances, a breach of the peace. The Mayor accordingly gave orders to the police to stop any cars from running on this road on Sunday last.

How far the Mayor was right or wrong in this matter it is not my business to inquire. The cars started on Sunday, at about one o'clock, P. M., and when at 7 o'clock passed said Coates street were stopped by the police, and a driver was arrested, and I was sent for to take bail, which was entered by Mr. Presbury for a hearing, on Monday morning, at eleven o'clock. No hearing was had or asked for on Sunday.

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SUBURBAN.

THE SORE THROAT DISEASE.—This disease, which has made its appearance somewhat extensively in various parts of the country, within a recent period is found to be precisely the same as that which has prevailed so alarmingly in France and England during the last two or three years. It commences with the usual symptoms of a severe cold, much fever, and a speedy deposit of a false membrane on the tonsils and upper portion of the throat. The fever becomes markedly typhoid in its character, and there is a great constitutional depression. The breath also becomes excessively fetid, and in some cases there is an enlargement of the submaxillary and other glands, and edema of the neck. Death has occurred from exhaustion, as in fever, and with no symptoms of asphyxia. Some English writers think there is a direct connection between scarlatina and diphtheria, and others think that prevalence of stomatitis indicates a tendency to diphtheria. A theory has also been advanced in France and England, that the odor from privy vaults is the specific cause of this disease.

PAYMENT TO THE CHIPPEWAS OF LAKE SUPERIOR.—Major Mal. Martin Indian Agent for the Chippewas of Lake Superior, passed through town a few days since, on his return from Lake Court Greilles, where he has been for the purpose of carrying out, in part, the stipulations made those Indians in the treaty of 1854. A large donation has been made to the tribe in supplies, farming and blacksmithing implements and material. Under the supervision of the Agent they have selected, as their reservation, three townships lying between the Lake and the Chippewa River, and the bands have been ordered by their chiefs to remove thither, at once. An interpreter has been left with them; and they will receive their annual payments, hereafter, at Court Greilles.—*Eau Claire Wis., Free Press.*

BI-CENTENIAL CELEBRATION AT NORWICH CONN.—The citizens of this time honored city, have determined to commemorate the two hundreth anniversary of its settlement, which will occur on Wednesday and Thursday, the 7th and 8th of September next. Invitations have been sent to all parts of the Union, but it is expected that all native citizens will be present, or the descendants of such, the wives or husbands of the same, and such others as inclination may prompt. Extensive preparations are making for an old fashioned New England entertainment on the most extensive scale are in progress.

THE RETORT COURTEOUS.—A thick-headed squire being worsted by Sydney Smith in an argument, told him they were re-exclaiming, "For I had a son who was an idiot, by Jove, I'd make him a parson." "Very prob

BY TELEGRAPH.

Later from California.

NEW ORLEANS, July 22d.—The steamship W. H. Webb, from Kanatillan on the 18th, with the California mails to the 6th inst., arrived here to-day.

The steamers Golden Gate and Cortes left San Francisco on the 16th inst. for Panama with $3,200,000 in treasure and 900 passengers.

Two considerable failures had been reported. The prices of leading goods were tending downward.

Money was easy.

The mining news was good, and the grain harvest abundant.

The national anniversary was celebrated throughout the State with universal enthusiasm.

MEXICO.—General Marquesa had robbed the conducta from Guruajuato to San Blas of $900,000.

A conspiracy had been discovered in the City of Mexico to place Marquesa in power. He subsequently declared for Santa Anna, at Guadalajara.

Miramon has made a complete change in his cabinet on account of a change in his policy. He is in favor of liberty of the press, amnesty for political offenses and a partial confiscation of church property.

The Church Party had declared for Marquesa who was at Guadalajara with 2,000 troops.

From Washington.

WASHINGTON.—The President has appointed J. A. Cushman, of Mississippi, Minister to the Argentine Confederation in place of Mr. Yancy resigned.

Arrangements have just been completed for the publication in this city of a political and literary magazine, to be called the National Democratic Quarterly Review, under the editorship of Prof. H. Hiester, of Philadelphia, assisted by eminent contributors. It is to be the expositor of the present and all the future Democratic Administrations.

Mr. Barringer has finally declined the Central American Mission. The opinion is entertained that all the pending questions in that quarter can be adjusted by a properly qualified Representative.

The dispatches from Mr. McLane, the Mexican Minister, present no striking or interesting facts in addition to the voluminous accounts of Mexican affairs already published.

California News.

SAN FRANCISCO, July 6.—Milton S. Latham has been nominated by the Democrats for Governor.

Financial and Commercial.

MONETARY.

FRIDAY EVENING, July 22, 1859.

Exchange continues very close and rates firm at 2 per cent. Bankers sell only to customers, refusing to sell to each other below "current figures." Shipments seem as yet to have afforded no relief to the market. Gold 2 per cent premium. Discounts easy at 10 per cent. for strictly business paper. Street rates nominal at 1@2 P cent per month.

St. Louis.—Currency and Exchange are both scarce in St. Louis. The *Democrat* of yesterday says:

So lively a demand has been noted within a day or two for discounts, that some houses, not dealing in currency, have had to pay out bank-bills which had been assorted to return home.

So great is the scarcity of exchange on the East, that currency is in demand to remit to Chicago and other points for trade and other purposes of making exchange. But the demand for discount and other purposes is such that little currency can be had even at 2 per cent premium, the heaviest, find it difficult to-day to supply their customers with exchange. As was anticipated, about one-fourth of the country-houses sold sight on the East at 1¼ premium. The banks funds this afternoon. Others will advance to the same rate to-morrow. The Boatman's Savings held $41¼ premium on sight at 10 o'clock. But little concert of action in the matter, and rates are therefore irregular, ranging from ¼@1¼, though since closing about 1¼.

Gold is in demand at ½@¾ prem. selling.

The Savannah branch of the Southern Bank of St. Louis will go into operation about the 1st of August.

The Kansas City branch of the Union Bank of St. Louis is now under way.

The State Bank of Missouri has recently established branches at Canton, Arrow Rock, and St. Joseph, Mo.

CINCINNATI.—The *Orzetis* of the same date has the following:

The demand for money was more active in some quarters than yesterday, while in others there was but little inquiry; upon the whole, the market is the same as that the demand for good paper was, in the aggregate, in excess of the supply. The leading rates of interests are 10@12 per cent.

The market for Eastern Exchange was steady with a fair demand, both from the city and country. I prem. for bankers' checks. Gold remains dull at ¼ quotations.

	BUYING.	SELLING.
New York Sight.....	¼@¾ prem.	¾@¾ prem.
Sterling @ 60 days.....	¾@1 prem.	1 prem.

COMMERCIAL.

FRIDAY EVENING, July 22, 1859.

The receipts and shipments during the past twenty-four hours were as follows:

RECEIPTS OF PRODUCE—JULY 21.

From	Wht.	Corn.	Oats.	Bar.	Cat.	Hogs.
	bus.	bus.	bus.	bus.	No.	No.
By Lake.....	1750	6000	2000			
By Canal.....						
By R. R.'s.....	125	660	4987	2494	242	70
By I. C. R. R.....	600		2000		750	150
By C. C. R. R.....	2084	1661	600			54
By C. & A. R. R.....						
By C. & M. W. R.....	183		550	156		
By M. & M. R.R.....						
Total.....	4242	8321	11,737	2650	992	274
Total, 1858.....	3373	2884	17,798	3274	176	176

SHIPMENTS BY LAKE, JULY 22.

To	Wht.	Corn.	Oats.	Bar.	Cat.	Hogs.
	bus.	bus.	bus.	bus.	No.	No.
To Buffalo.....		14543				
To Chicago.....		1000				
To Ogdensburgh..	500	1918	5000			
To Other Ports....	1250	1000				
Total.....	600	8264	29833			

RECEIPTS AND SHIPMENTS BY LAKE TO-DAY.

RECEIPTS.	BUSHELS.	SHIPMENTS.	BUSHELS.
Lumber, M.....	1,252	Flour, bbls.....	2,252
Shingles, M.....	50,000	Wheat, bus.....	11,10
Lath, M.....	90,000	Corn, bus.....	66,267
Pickets, M.....	10,000	Oats, bus.....	1,4
Timber, ft.....	12,000	Highwines, brls.....	16
Staves, M.....	5	Pork, brls.....	1
Wood, cds.....	458	Pork, brls.....	18
Coal, tons.....	20	Lard, brls.....	2
Salt, brls.....	197	Nails, kegs.....	39
Ashes, brls.....	5,000	Merchandise, lbs.....	2,000

Owing to several eastern orders for Wheat, the market was firmer to-day, and prices of Spring advanced 1@2c on the closing prices of yesterday. Winter Wheat, however, was duller, and prices a shade lower. About 44,000 bushels changed hands at $1.03 for new No. 1 White on track; 97c for No. 1 Red on track; 95c for new No. 2 White and 75c for old No. 2 Red; and 51@55c for Standard Spring in store —the market closing firm at 52c. Flour was dull, with small sales of Winter at $5.75@6.00. Corn opened firm and active, but after the Buffalo news was received it closed weak. About 94,000 bushels changed hands at 63@64c for No. 1 in store; 60@62c for No. 2; and 56c for Rejected—closing dull at the inside figures. Oats declined 3c, with sales at 27@30c in store. Rye sold at a decline of 1@2c. Nothing doing in Barley. Highwines nominal at 20½@24c. Provisions inactive. Hides in better supply, but unchanged. Wool quiet but firm. A lot of 700 lbs. full blood French Merino was sold to-day at 44c. New Potatoes in good demand at $1.00.

BREAK IN THE ILLINOIS AND MICHIGAN CANAL.—Intelligence was received here to-day that a break occurred yesterday morning at the aque. duct near Ottawa. About fifty feet of the floor has given way in consequence of the break, we have had no arrivals by canal to-day.

NEW YORK, July 20.—Receipts, 3,264 barrels flour; 6,886 bu wheat; 11,343 bu oats. The following is an extract from Edward Bill's European Circular:

The depressed state of European markets, owing to favorable weather and a fair promise for a good harvest, appears likely to be certainty now fully established of an abundant crop of wheat throughout our own country, of superior quality and condition, have tended to give a feeling of great depression to the flour trade; holders, to realize, having been obliged to submit to great gradual reduction, amounting in the fortnight to about 75c @ $1 bbl. There is but little animation at the close, the buyers having the advantage. The only transactions for export are the shipments of 535 bbls now floor to Glasgow, and 6155 bu white Indian corn to Liverpool. In wheat the transactions have been unimportant, but as the receipts are now in few hands, but cannot be moved without still further reduction. As yet the receipts of new Southern have been light, sales ranging about $1.48@1.56 for red, and $1.55@1.80 for white, in small lots to the city and local millers, closing yesterday quiet, with a sale of Baltimore white of fair quality at $1.50. Rye is not plenty and brings our quotations. Indian corn is moderately active and maintains a high price—the stock in store is reduced, and the arrivals from the West, owing to breaks in the canal and other causes, are very light.

THE MICHIGAN WHEAT CROP.—The Detroit *Advertiser* of the 20th, contains the following:

In 1850 Ohio raised, according to the United States Census, 14,487,000 bu wheat, and Michigan in the same year 4,926,000. The crop of the present season in Ohio is estimated at 26,000,000 bu, which average rates would make about 9,000,000 bu at the same ratio of increase. Considering that Ohio suffered much more severely by the late frosts than Michigan did, these figures cannot be an over estimate. The reason of our taking Ohio as the standard of comparison is, that besides joining Michigan and greatly resembling it in many respects, that State the operation of their statistical bureau furnish better data for estimates than any other. Allowing the population of Michigan 800,000, and allowing five bushels to each individual and 200,000 be for seed, we shall still have a surplus of 3,500,000 bu for export.

TOLEDO, July 21.—Receipts, 1,734 bu wheat; 310 bu corn. The *Blade* says: "Receipts light and but few transactions. There were sales yesterday after our report, 1,900 bu white Wabash at 105c, and 100 bu red at $1. To-day sales from teams of red, at 90c. A fair quotation to-day would be—red 90c, and white 100c."

STOCK OF BREADSTUFFS IN LIVERPOOL.—The estimated stock of Wheat, Indian Corn and Flour in the port of Liverpool, is as follows:

	June 30.	Dec. 31.	June 30.
	57	1858.	1858.
Wheat, qrs.....	180,000	290,000	170,000
Indian Corn, qrs.....	106,000	130,000	110,000
Flour, bbls.....	68,000	70,000	60,000
Flour, sacks.....	109,000	61,000	40,000

New York Market.

BY TELEGRAPH.] NEW YORK, July 22.

FLOUR—Heavy and 10@15c lower; sales 9,000 bbls at $4.35@4.75 for other grades; $4.80@5 for extra do; $4.90@5.25 for superfine western; $5.00@5.30 for common to extra western; $4.85@5.25 for extra Ohio; $5.00@5.50 for extra Indiana; $5.00@5.50 for extra Michigan; $5.00@5.50 for extra Illinois. Rye flour dull at 4@4.75.

WHEAT—Heavy and dull with declining sales; 3,000 bu at 1.00 for red white western, 1.04@1.06 for new white do, 1.06@1.07 for new white southern, 1.10@1.12 for new white Kentucky. Rye heavy; sales 1,000 bu at 80c. Barley quiet and nominal. Corn dull; small sales Jersey yellow at 70c, 68@69c for old mixed western, 65@66c for old, 54@55 for State, 60@64 for Canadian.

OATS—Heavy; sales small at 36c.

PROVISIONS—Pork less active and firmer; sales 2,400 bbls, at $13.30@13.75 for mess; $14.75@15 for thin mess; $15.50 for prime mess; $18.25 for do ar; $11.87@11.50 for prime. Beef steady; sales 375 bbls, at $6@6.75 for prime; $9@9.50 for mess; $9.50@10 for repacked Chicago; $11.50@13 for extra prime; $16.50@17 for beef ham and rumps; at $18@24. Beef hams scarce and firm, at $19@20. Hocks, cut and nominal. Bacon 7¾ through to 8¾c. Lard steady; sales 300 bbls, at 10¾@11c. Butter firm, at 18@19 for State, and 11@16c for Ohio. Cheese firm.

WOOL—Domestic fleece dull, with an increasing stock. Sales 4,500 lbs, at 40@50c. Pulled is steady, at 30@46c. Foreign dull and heavy; sales 500 bales, including 200 tyrras at 28c, and Donskoi and Odessa on private terms.

FREIGHTS—Liverpool—Wheat, 6d; Cal 9-16d; N Cs 6d; M S 5d; corn 4½d; Lancers grants 10d; Canton 10d; The Mail 60d; S T 7½d; Rochdale 10d; Zephyr 10d; Hamilton 6d; Cal & B 10d; M C 4½; M S 7½; do grain 10½; Panama 15s.

Oswego Market.

OSWEGO, July 22.

BY TELEGRAPH.]

FLOUR—Without material change; sales 700 bbls at $5.75 for brands from choice Milwaukee Club, and $6.50 from Red Winter.

GRAIN—Wheat dull with a declining tendency; sales 2,000 bu Chicago Spring at 75 cents. Corn quiet.

CANAL FREIGHTS—Steady at 15c on flour; 7c on wheat; 6½c on corn to New York.

RECEIPTS AT THIS PORT—None.

SHIPMENTS BY CANAL—500 bbls flour; 4,000 bu wheat.

MARINE INTELLIGENCE.

FRIDAY EVENING, July 22.

WEATHER—Pleasant, with the wind from the east.

ARRIVED FROM CHICAGO—At Oswego, July 20—Schr W S Nelson.

CLEARED FOR CHICAGO—From Oswego, July 20—Schr W S Nelson.

VESSELS PASSING DETROIT—July 21st—

Up—Prop Northern Light; tow Do Soto; schrs Walter Sqnair, Harlem, 9 J Ludwig, Washington, C Reeve, Milwaukee, Curlington.

Down—Props Plymouth, Iron City; bark Kewaun; brigs Lindsley, J H Harmon; schrs Winnefred, Mary B, Hale, R Sheppard, Challenge, Consuelo and Yankee Blade.

VESSEL SALE.—The brig Cumberland has been sold by Adolphus Moore, of Dunkirk, N. Y., to Robert Anderson of this city, for $1,700, part in real estate and the balance on time.

FROM BUFFALO.—The propeller Ottoe, Capt. Pratt, of the People's Line, arrived to-day from Buffalo, with a cargo of coal, iron and merchandise.

PROPELLERS CLEARING.—The propellers clearing to day are—the Fountain City, Capt. Peck, for Collingwood, with flour, grain and provisions; the Dacotah, Capt. Cutillis, of the N. Y. Central Line, with flour and wheat; the Bonkers, Capt. Rossman, of the Northern Transportation Company, for Ogdensburgh, with flour and corn, and the Tonawanda Capt. Palmer, of the Western Transportation Company, for Buffalo, with corn.

SAFELY CANAL REPAIRS.—The probability is now that repairs that shall secure the canal from all danger of break, will be made this year, but without closing the canal, and that the opening of the guard lock and other indispensable improvements of a as are requiring the closing of the canal will be postponed till July, 1860. This course is a wise one, for closing the canal would in most disastrous to the interest of the mining interest, and the whole Lake Superior trade. We learn that a bonus has been paid to the contractor, who has agreed to the postponement of the work.

A LOADED CANAL BOAT SUNK.—The New York papers report a canal boat sunk in the Erie canal, loaded with corn, cargo valued at $12 000, sunk in the river near Rhinebeck a few days ago, while on its way to that city, in tow of an Albany steamer. Insured for $2,500. They do not give her name.

THE BARK SUNSHINE.—The bark Sunshine has arrived at Buffalo, in tow of the Relief.

STRUCK BY LIGHTNING.—The schooner Sea Witch, says the Sheboygan Journal, was struck by lightning on Monday (18th inst.), last, while lying in the harbor at that port. Out of her mast was shattered to splinters.

ANOTHER VESSEL FOR EUROPE.—The schooner Union, Captain William Zealand, will sail from Hamilton, C. W., for Liverpool, on Saturday or Monday next.

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ARRIVAL OF THE CANADA.—The new Cunard steamship Canada, Capt. Shannon, arrived at this port on Wednesday morning, at 7 o'clock, after a passage of 9 days and 18 hours from Liverpool. She brought 225 passengers and a full freight list.

The Canada left Liverpool at 1 P. M. on the 13th inst., and Queenstown at 4 P. M. on the 14th inst.

The Canada encountered a heavy gale on the 15th inst., in which she lost her foretopmast, and sustained other damage.

The Canada reports having passed the steamship Arabia, from Boston for Liverpool, on the 16th inst.

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Bags.

CHICAGO BAG AGENCY.—
278 South Water street.

SEAMLESS GRAIN BAGS of various sizes and qualities.

FLOUR SACKS—halves, quarters, eighths—printed to order, for shipping flour.

HAM SACKS—every size used.

G. NAY BAGGING—by the yard and bushels.

Dealers will find this a choice place to buy their goods. Orders solicited.

HAWKINS & CHAPMAN.

BAGS! BAGS!! BAGS!!!
FARWELL'S
STEAM BAG MANUFACTORY,
42, 44 & 46 Wabash avenue, Chicago.
BAGS AND SACKS of every description, furnished to short notice,
and printed with
NEW AND BEAUTIFUL BRANDS
SIMEON FARWELL.
apl-5-ly-1775

BAGS! BAGS!! BAGS!!!
Corn Exchange Bag Manufactory.
HART, ASTEN & CO., 107 South Water street, Chicago, S. E. CLARK & CO., 122 Broad street, New York.
—
BAGS OF EVERY DESCRIPTION.
—
MANUFACTURERS AND DEALERS IN
Millers' and Grocers' Bags, made and printed to order with beautiful brands. New and second-hand Seamless Grain and Gunny Bags, for shipping Flour and Farmers' use. Bags for Flour, Buckwheat, Feed, Hams, Salt, Seed, &c., &c.
Orders filled with fidelity and despatch.
Bags loaned to shippers. my5-1y-2186

Miscellaneous.

PEQUOT HOUSE, New London.

The subscriber would announce to the public that this popular Summer Resort will be opened for the reception of guests on the 25th day of June.

The house is situated at the mouth of New London Harbor, two miles from the city Of New London, in one of the most delightful and healthy locations on the coast. The rooms are large, well ventilated, and elegantly furnished, and the house has all the conveniences of a first-class hotel, conducted in accordance with comfort and liberal and fair guests.

In the extensive grounds attached to the house, is a beautiful garden containing about four acres; also conveniences for exercise in bowling and billiards.

Excellent bathing accommodations are near the house, and parties may always find sail-boats with experienced boatmen in attendance.

Guests may rely upon finding at all times a well furnished table, and prompt attendance in every department.

The house will be under the personal and orginarily fatiliar supervision of the subscriber at New London.

jy13-3m-4730 C. P. JACKARD.

HODGES & CO.,
49 . . . *State Street*. . . . 49
GROCERS,

Have now in store a large and fresh stock of FINE GROCERIES, PROVISIONS, WINES, TEAS, &c., to which we invite attention. Our goods are of the

CHOICEST QUALITY,

And are selected with great care

PARTICULARLY FOR FAMILY USE.

Many years experience in New York, combined with facilities for purchasing which cannot be surpassed, will enable us to please our customers in quality of goods and prices.

We aim to make our house second to none in the States.

HODGES & CO.

J. B. DOGGETT remains with the New House. jy12

NEWELL SNOW,
Wholesale and Retail Grocer
AND
COMMISSION MERCHANT,
No. 112 Dearborn st., Chicago.

Being in receipt of frequent consignments from Eastern markets, and availing myself of the best opportunities presented in this market, I am able to offer GREAT BARGAINS to cash buyers of Groceries in

Large or Small Quantities.

Dealers as well as those buying for their own use will find it for their advantage to examine my stock and prices.

ALL GOODS WARRANTED.
jel-5m-4709 NEWELL SNOW.

BURLEY & TYRRELL,
48 LAKE STREET.

PRESERVE JARS,
FRUIT CANS,
JELLY TUMBLERS!
—AT—
WHOLESALE AND RETAIL,
—AT—
BURLEY & TYRRELL,
48 LAKE STREET.
(jy11-ly)

THE BANK OF AURORA,
HALL & BROTHERS, *Agents*,
Bankers and Dealers in Exchange,
all collections entrusted to them will meet prompt attention.
Refer to Bank of the State of New York; Messrs. Adams and George Smith & Co., Chicago.
W. V. HALL & CO. F. A. HALL.

GREEN & STONE,
BANKERS, MOOCASTER, IOWA,
Prompt attention given to collections, and proceeds remitted on day of payment. Exchange on all the principal cities.
Refer to Messrs. Geo. Smith & Co., Chicago, Marine Bank, Chicago; L. Bronson & Co., Bronson, Gilcrest & Co., Gilcrest Brotherton, Chatterfield, Shaw and Lemley Dealers' Bank, Boston; American Exchange Bank, New York. jy13-1y

NOTICE.—THE UNDERSIGNED ON THE 1st of January, 1859, withdrew from Cook, Brother & Co., where I was Chemical Dyer and Partner, and have opened

FANCY STEAM DYE ESTABLISHMENT,
195 . . South Clark Street . . 195
[Between Monroe and Adams.]

Where I am prepared to dye Silk, Satin and Woolen Dresses and Shawls; gentlemen's Coats, Vests and Pants, in every style desired. Carpets cleaned. Lace Curtains cleaned and bleached at reduced prices.

All goods warranted to look well or no pay.
jy5-3m-4700 SIDNEY KALISCH.

100 HHDS. N. O. SUGAR,
For sale low by WILLIAMS, SMITH & CO.,
jy13 50 Wholesale Grocers, 45 South Water st.

200 BBLS. REFINED AND CLARIFIED SUGARS from New York and Chicago Refineries, for sale low by WILLIAMS, SMITH & CO.,
jy13 50 Wholesale Grocers, 45 South Water st.

100 BXS. STAR CANDLES,
50 boxes Pressed Tallow Candles, for sale by
WILLIAMS, SMITH & CO.,
jy13 Wholesale Grocers, 45 South Water st.

500 BU. DRIED APPLES,
200 bu. Dried Peaches—New York State Fruit. For sale by WILLIAMS, SMITH & CO.,
jy13 45 South Water street.

BELLS—BELLS—A new supply of Meneely's Celebrated Church, School House and Steamboat Bells just received and for sale by
VINCENT, HIMROD & CO.,
Jy9-2761m 161 South Water st.

PECKHAM'S AGRICULTURAL FURNACES, from 10 to 120 gallons
VINCENT, HIMROD & CO.,
Jy9-2761m 161 and 163 South Water st.

STOVES—STOVES—At Wholesale and Retail, by
VINCENT, HIMROD & CO.,
Jy9-2761m 161 and 163 South Water st.

2,000 MATS CASSIA
Just received and for sale very low.
REYNOLDS, ELY & CO.
Jy18

500 POCKETS OF O. G.
Jars now in store and for sale by
REYNOLDS, ELY & CO.
Jy18

300 BBLS GOLDEN SYRUP
for sale by REYNOLDS, ELY & CO.
Jy18

200 BBLS REFINED MOLASSES now landing, and for sale by
REYNOLDS, ELY & CO.
Jy18

300 BOXES M. R. AND Architects and Builders.
Architects and Builders will find it to their advantage to examine my stock of
Sofas of Our Own Manufacture,
Which we are offering at Eastern prices.
OFFICE FURNITURE always on hand. MATTRESSES and BEDDING of every description made to order. We would say that we have unsurpassed facilities for manufacturing, and are determined to spare no pains to please. We hope to increase the number of those who, wanting anything in our line, always call first at
MARSH BROTHERS,
119 Randolph street. [apl3-d778] 106 Lake-st.—Up Stairs.

MOSS! MOSS!!
DUNHAM'S PREPARED MOSS, Put up expressly for Upholsterers, Carriage Makers and Saddlery purposes in large and small bales, for sale in quantities to suit, at low prices, by the manufacturer, at his depot, 28 Commercial-st., and 18 Levee, St. Louis.
ma11-1y-2421

LEA & PERRINS,
CELEBRATED
Worcestershire Sauce,
Pronounced by Connoisseurs to be the
ONLY GOOD SAUCE,
And Applicable to Every Variety of Dishes.
Extract of a letter from a Medical Gentleman at Madras to his brother at Worcester:
MAY, 1851.
"Tell Lea & Perrins that their sauce is highly esteemed in India, and is in my opinion, the most palatable as well as the most wholesome sauce that is made."
Beware of Counterfeits!
Is sour—Is gouty, with Soda, Meats, Game, Salad dressing, &c.: LEA & PERRINS' WORCESTERSHIRE SAUCE imparts to Soups, Gravies, Hashes, Stews, Fish, Game, &c., a delicious relish; gives tone to the stomach, assists digestion, and promotes health.
ON THE DINING TABLE.—Families are discontinuing the use of cruet stands, and substituting a cruet of LEA & PERRINS' WORCESTERSHIRE SAUCE.
Sold by all respectable grocers and Sauce dealers throughout the United States.
JOHN DUNCAN & SONS,
Agents for the United States, New York.

A stock always in store. Also orders received for direct shipments from England. my21-1y

FRESCO PAINTING.
—
JEVNE & ALMINI,
No. 101 Washington St., Chicago,
Beg to call the attention of the public to their style of Fresco-ing and Decorating in Private Residences, Churches, Halls, &c.; also, to their Plain Painting, Graining, &c.; all of which they do in a first-class style.
Country orders promptly attended to, and will receive prompt attention. Specimens of our work can be seen in some of the best houses in the city.
Refer to Wheelock, Dunham & Co. jy13-1m-4729

PRINTERS, TAKE NOTICE!
The proprietors of a well-established Weekly Paper in one of the leading towns in Northern Illinois, are desirous for sale the entire interest of said paper. The office is well supplied with Presses, Type, and all the material necessary for carrying on a first-class Country Printing business. The paper is Republican in politics, has a large subscription list, and is well worth examining.
For terms and other particulars, address PRINTER, Box 367, Chicago, P. O., or Messrs. Ayer & Langdon, General Advertising Agents, 150 Randolph street. my7-3m-4197

FAIRBANK'S
PATENT
SCALES.
SOLD BY
FAIRBANKS & GREENLEAF
Main street, Chicago.

Furniture, &c.

ELEGANT FURNITURE.
—
C. MORGAN,
199 . . . Lake Street 199
Is now selling his large and beautiful stock of
ROSEWOOD, MAHOGANY, OAK AND WALNUT FURNITURE,
At less than New York cost. It is one of the finest and best selected Stocks of Furniture west of New York, and will be sold for Cash at Cost, and many articles of splendid

Rosewood and Mahogany

For much less than cost. Among the numerous articles comprising this stock, are New and Most Elegant Suits of

Parlor, Bedroom and Library in Satin,
—OF—
ROSEWOOD, MAHOGANY, WALNUT AND OAK DE . . ADS,
From $14 to $150. Hat Trees of every kind,
SECRETARIES,
BUREAUS,
LIBRARY CHAIRS OF
Every description. Prices ranging from $6 to $30. In short every kind of Furniture Suitable for
HOUSE FURNISHING,
May be had at the Lowest Cash Prices, by applying at above.
P. S.—I am also constantly receiving New Furniture from New York and Boston of the Latest Styles, Most Approved Patterns, and of the most substantial and durable make.
my7-3y

BABCOCK & PEEK,
[Successors to Willard, Peek & Co.]
171.....Randolph Street.....171
MAHOGANY, ROSEWOOD AND WALNUT, ALSO
CHAMBER, DINING-ROOM AND COMMON
FURNITURE,
In Great Variety.
Wood Seat and Cane Seat Chairs, Bedsteads and Bureaus.
Particular attention paid to Country Orders, and to Furnishing Hotels, etc. a16-d830-1y

REMOVAL NOTICE.
—
JOHN WEST
IS NOW OPENING HIS
CARPET HALL.
111---Lake Street----111
WITH A FULL ASSORTMENT OF
Carpets, Bedding, Mattings,
Carpets, Bedding, Mattings,
Carpets, Bedding, Mattings,
Carpets, Bedding, Mattings,
Carpets, Bedding, Mattings,
Carpets, Bedding, Mattings,
OILCLOTHS
—AND—
CURTAIN MATERIALS.
MATS, SHADES, RUGS,
MATS, SHADES, RUGS,
MATS, SHADES, RUGS,
MATS, SHADES, RUGS,
MATS, SHADES, RUGS,
—
JOHN WEST.
NO. 111.....LAKE STREET.....NO. 111
[mh18-1y-c900]

FURNITURE! FURNITURE!!
—AT—
WHOLESALE AND RETAIL,
—AT—
NEW YORK AND BOSTON PRICES.
—
FACTS WORTH KNOWING.
—
20 Per Cent Saved in the Purchase.
Office—No. 4 Masonic Temple, Chicago, Ill.

AGENTS FOR THE
CONNECTICUT MUTUAL LIFE INSURANCE CO.,
Acquired Unparalled Success in this State, with
GREAT WESTERN INSURANCE AND TRUST CO.,
Capital and Surplus.....$700,000
HOWARD FIRE AND MARINE INSURANCE CO.,
Capital and Surplus.....$700,000
my13-y

PEORIA MARINE AND FIRE
INSURANCE COMPANY,
Of Peoria.
Capital.....$200,000
Paid up Capital.....$80,000
Marine and Inland Navigation Underwritten
ON MOST FAVORABLE TERMS.
Losses Promptly Adjusted and Paid at this Office.
J. AUG. WRIGHT, Agent,
No. 148 South Water street, Chicago.

CITY INSURANCE COMPANY,
Fire and Marine,
OF PEORIA, ILL.
Insurance against losses by Fire and the Perils of Navigation on the most favorable terms.
LAKE, RIVER AND CANAL RISKS TAKEN.
Capital paid up and invested.....$100,000
Cash Assets in Banks and Office.....75,000
B. L. T. BOUKLAND, Sec'y. PETER SWEAT, Pres.
Applications for Insurance and bonded by any other roads, will receive prompt attention at the Office of the Company, GEO. M. HIGGINSON,
my14-1y-2240 No. 1 Merchants' Exchange, Chicago.

WESTERN WORLD INSURANCE AND TRUST COMPANY.
PAID IN CAPITAL $250,000.
Office Nos. 142 and 144 South Water street, Chicago, Illinois.
Fire, Marine and Inland Navigation Insurance.
BOARD OF DIRECTORS.
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ALFRED KELLEY, CHAS. H. ABBOTT,
apr8-1y-1271 Secretary. Treasurer.

T. L. MILLER,
INSURANCE AGENT.
Office No. 150 South Water street.
Phœnix Fire Ins. Co.
Capital and Surplus
$290,000 00.
Conway Fire Ins. Co.,
Capital and Surplus,
$255,213 00.
Hampden Fire Ins. Co.
Capital and Surplus
$229,761 00.
Montauk Fire INS. Co.
Capital and Surplus,
$191,130 00.
Lorillard Fire Ins. Co.
Capital and Surplus,
$264,3 170.
Manhattan Life Ins. Co.
Capital and Surplus,
$700,000 00.
T. L. MILLER, Agent.

Business Cards.

AIKEN & NORTON,
BANKERS AND DEALERS IN EXCHANGE,
Loomis's Building, S. W. cor. Clark and South Water-st.
Liberal discounts to Country Merchants. Collections made and drafts remitted to all parts of the Union.

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ATTORNEYS AT LAW,
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Practice in all the Courts of Northwestern Missouri; also, in Kansas Territory, and in the Supreme Court of Missouri. Taxes paid for non-residents. All business entrusted to them will be faithfully attended to; and all collections promptly remitted on day of payment.
REFERENCES:
Solomon Sturgess, Chicago, Ill.; John Corby, St. Joseph, Mo.; Goraline, McLain & Co., St. Joseph, Mo.; J. R. Hall & Co., St. Joseph, Mo.; Lindley, St. Louis, Mo.; Hon. F. P. Blair, Jr., St. Louis, Mo. jel4-6w-4348
D. R. BRANCH. J. C. PARKER.

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Careful and minute Specifications, and
RELIABLE DETAILED ESTIMATES
Made from Drawings.
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jal0-6m-1y

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Dental Surgeons.
CHICAGO, ILL.
Office, Cor. Clark and Madison street.—Post Office Box 2244
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W. H. KENNICOTT,
DENTIST,
141 LAKE STREET.
ja13-1y

E. A. BOGUE, Dentist,
Office, No. 141 Lake street, opposite J. H. Reed & Co's. ja8-1y

DRS. FULLER & ALRAICH, DENTISTS. Office, No. 93 West Randolph street, Chicago, Ill. Superior work, insertion of Artificial Teeth on reliable principles a specialty. Satisfactory guarantee for success in all cases. Chloral or ether administered. jy9-1y

W. W. ALLPORT,
DENTIST.
Office and Residence, No. 28 Washington street.
oct-1y

Carriages.

WELCH'S EASTERN
Carriage Repository, 81 and 83 Randolph street, (between Lasin and Randolph,) Chicago, Ill. Keeps constantly on hand a good assortment of new and second-hand pleasure and light Carriages, Harness, &c., and will be found in any portion of the Territory.
Sep 26-3m-4741 F. W. WELCH.

SHELTON, TUTTLE & CO.'S *EASTERN CARRIAGE REPOSITORY*, at American Transportation Company's Building, Nos. 81 and 83 Randolph street, Chicago, Ill., keep constantly on hand a full assortment of Southern, Eastern and Western Carriages, Buggies, Harness, &c., for sale at wholesale or retail.

Insurance.

HARTFORD FIRE INSURANCE COMPANY, Chartered in 1810.
NINETY-EIGHTH SEMI-ANNUAL STATEMENT:
Cash Capital and Surplus, May 1, '59, $844,640.87.
LOSSES PROMPTLY ADJUSTED AND PAID AT THIS AGENCY.
For Insurance on Property, Merchandise, Grain, Mills, Warehouses and contents, Merchandise, Grain, Mills, Manufactories, Furniture, Stocks, Bank Notes, Bonds, Plate, Jewelry, and property of all kinds, apply to HUNT & HIGGINSON Office, 4 Masonic Temple, Chicago, Ill.
Geo. M. HIGGINSON.

ÆTNA
INSURANCE COMPANY
—OF—
HARTFORD, CONN.,
Incorporated 1819 ..... Charter Perpetual.
Cash Capital and Surplus...$2,030,433.80
Fire and Inland Navigation Risks
TAKEN AT LIBERAL TERMS AND RATES.
Special attention given to Insurance of Dwellings and Contents for terms of one to five years.
ASSETS JULY 1, 1859.
AUTHORIZED CAPITAL.....$1,000,000 00
PAID UP CAPITAL.....1,000,000 00
ASSETS.....2,979,451 99
Par Val. Mkt Val.
Bank Stocks—In New York, Hartford, Boston St. Louis, &c.....$599,400 00 $615,544 00
Bonds and Mortgages, being 1st Mortgages on Real Estate worth double the amount loaned thereon.....327,300 00 313,126 50
State Stocks—In New York, Ohio, Kentucky, Tennessee and Missouri.....170,000 00 160,000 00
City Stocks—Hartford, Rochester, Brooklyn, Albany City.....113,000 00 114,000 00
Rail Road Bonds—Hartford & New Haven, Boston & Worcester, and Connecticut River.....58,700 00 57,853 00
Montreal Bonds.....29,987 00 30,000 00
Rail Road Stocks.....98,100 72
Miscellaneous Items.....25,346 77
Cash on hand and deposited on call and in Agent's hands.....209,860 15
$2,599,403 99
LIABILITIES:
Claims—Unadjusted and not due.....$68,316 00
Applications received, and Policies issued or reserved by any of its duly authorized Agents. Losses promptly adjusted and paid in funds current at any of the Banks in Illinois.
Agents appointed, supplies furnished, and all business pertaining to a general supervision, in the name of the Office promptly attended to by WM. B. PATCH,
State Agent, Springfield, Illinois.
HUBBARD & HUNT, Agents for Chicago.
No. 1 Lumber Street, cor. S. Water & Clark st.

NORTH AMERICAN FIRE INSURANCE COMPANY,
GENERAL COMMISSION MERCHANTS,
Or HARTFORD, CONNECTICUT.
PAID UP CAPITAL & CASH ASSETS, $256,000.
Insurance Against Loss by Fire Only.
HUBBARD & HUNT, Agents, Chicago.
No. 1 Lumber st., cor. S. Water & Clark st.

NORWICH FIRE INSURANCE CO.,
Of Norwich, Conn.
Paid up Capital, $181,656.33
INSURANCE AGAINST LOSS BY FIRE.
HUBBARD & HUNT, Agents, cor. of South Water and Clark sts., first floor, Chicago.

CHICAGO FIREMEN'S
INSURANCE COMPANY,
OFFICE N. W. COR. LAKE and CLARK-Sts.